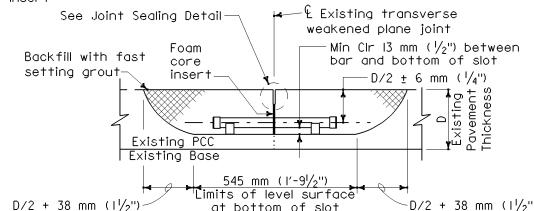
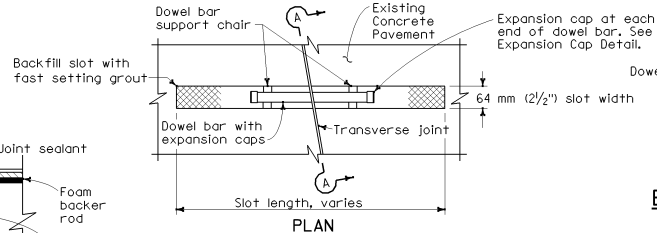


SECTION A-A



DOWEL BAR PLACEMENT DETAIL

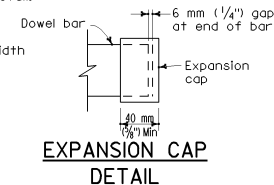
DIST.	COUNTY	ROUTE	POST MILES	SHEET TOTAL
			TOTAL PROJECT	NO. SHEETS

Kevin M. Herriott  
 REGISTERED CIVIL ENGINEER  
 July 1, 2002  
 PLANS APPROVAL DATE  
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.  
 Caltrans now has a web site! To get to the web site, go to <http://www.dtd.ca.gov>

Kevin M. Herriott  
 No. C36377  
 Exp. 6-30-04  
 STATE OF CALIFORNIA  
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## NOTES:

- See Project Plans for existing pavement thickness, D, the number of dowels per wheel path and the lanes to be retrofitted.
- The details shown on this plan for dowel bar retrofit also apply to existing concrete pavement constructed with transverse weakened plane joints at right angles to the centerline or longitudinal pavement joints.
- 38 mm (1 1/2")  $\phi$  smooth epoxy coated dowels 460 mm  $\pm$  6 mm (1'-6"  $\pm$  1/4") in length are to be used when the existing pavement thickness, D, is equal to or greater than 215 mm (0.70'). For a pavement thickness, D, less than 215 mm (0.70'), use 32 mm (1 1/4")  $\phi$  smooth epoxy coated dowels 460 mm  $\pm$  6 mm (1'-6"  $\pm$  1/4") in length.
- Where the existing outer shoulder structural section is asphalt concrete or portland cement concrete without tie bars in the longitudinal joints of the retrofit lane, the 'a' dimension shall be 300 mm (12") and the 'b' dimension shall be 600 mm (24").
- Seal existing transverse joint at bottom and sides of the dowel bar slot with caulking filler prior to placing dowel bar and foam core insert.
- Thickness of foam core insert to match width of existing transverse weakened plane joint. See Project Plans for joint widths.
- The top of the foam core insert is to match the top of the existing pavement surface initially. The upper portion of insert will be removed during shaping of the pavement reservoir.
- The transverse weakened plane joint is to be sealed within the width of the pavement lane receiving the dowel bar retrofit.



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**DOWEL BAR RETROFIT IN EXISTING CONCRETE PAVEMENT (LONGITUDINAL JOINTS COINCIDE WITH LANELINE PAVEMENT DELINEATION)**

These "Standard Plans for Construction of Local Streets and Roads" contain units in two systems of measurement: International System of Units (SI or "metric") and United States Standard Measures shown in the parentheses ( ). The measurements expressed in the two systems are not necessarily equal or interchangeable. See the "Foreword" at the beginning of this publication.

NO SCALE

A35D